

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT HER
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

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The King.

1

No. 16,397. 號七十三百三千大萬一第一 日九月七日二年九月 HONGKONG, FRIDAY, SEPTEMBER 2ND, 1910. 五界報 第二十九年十一月九日一英港華 PRICE \$3 PER MONTH.

INTIMATIONS

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NEW MODELS FOR 1910.

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[542]

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[542]



MITSUBISHI DOCKYARD AND ENGINE WORKS.

Al, ABC, Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condensers, Stone's Manganese Bronze, and Parsons' Steam Turbines, etc., etc.

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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1 510 ft.	77 ft.	26 ft.
	No. 2 350 ft.	53 ft.	24 ft.
	No. 3 714 ft.	68 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

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Lifting Power	No. 1 7,000 Tons	No. 2 12,000 Tons
Max. Length of Ship taken in	460 Feet.	590 Feet.
" Breadth "	56 "	66 "
" Draft "	22 "	26 "

The Salvage Steamer "ARIMA-MARU" pumping capacity per hour 2,000 tons.

The Floating Sheerlegs, capable of lifting 40 ton weight. [589]

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.



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THE WORLD.

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LANE, CRAWFORD & CO.

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25 PER CENT. DISCOUNT
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[528]

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S.S. "MARMORA."

(10,500 TONS.)

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

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1ST SALOON £71.10 SINGLE; £106.14 RETURN.

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1001

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ROASTED AND GROUND ON OUR
PREMISES DAILY.

In $\frac{1}{2}$ lb. and 1 lb. Tins.

[546]

BREWER & CO., LTD.

PEDDER ST., Adjoining Main Entrance HONGKONG HOTEL. TELEPHONE, NO. 690.

Jane's Fighting Ships for 1910	\$1.50
The Statesman's Year Book, 1910	80
Dogs and all about them, by Robert Leighton	80
Dancing as it should be, by Edward Scott	80
Routledge's Complete Letter Writer	80
Special Map of Chinese Empire and Japan	80
Showing Recent Railway Concessions	80
The Black Tulip, by Alex. Dumas	80
The Three Musketeers, by Alex. Dumas	80
The Forty-five Guardsmen, by Alex. Dumas	80
The Queen's Necklace, by Alex. Dumas	80
The Man in the Iron Mask, by Alex. Dumas	80
Ten Years Later, Alex. Dumas	80

WHAT'S WRONG WITH THE WORLD?

BY G. K. CHESTERTON.

[527]

LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

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FOLDING POCKET CAMERAS, fitted with GOERZ, ZEISS and BOSS LENSES, PREMO FILM and PLATE CAMERAS, KODAKS, FILMS and ACCESSORIES.

AT MODERATE PRICES.

DEVELOPING AND PRINTING A SPECIALITY.

[510]

INTIMATIONS

NOTICES OF FIRMS

NOTICE

WE HAVE Authorised Mr. H. K. ERANI to Sign our Firm from the 27th inst.

N. MOYD & CO.

Hongkong, 30th August, 1910. [522]

THE HONGKONG CIVIL SERVICE CO-OPERATIVE SOCIETY, LTD.

IT IS HEREBY NOTIFIED that Mr. D. B. VINCENT is appointed Manager of the above Society's Store from This Date in place of Mr. H. S. MARKHAM.

A. CHAPMAN,

Chairman of Director.

Hongkong, 29th August, 1910. [526]

PEAK TRAMWAYS COMPANY, LTD.

NOTICE

FOR the purpose of renewing some parts of the hauling machinery the Service of Cars will be suspended from 8 P.M. on SATURDAY, the 10th inst., till 8 A.M. on MONDAY, 12th inst.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st September, 1910. [1007]

BILL LEWIS v. BATTLING SIMMS,

25 Three Minute Rounds

for a Purse of \$1,000.

4 Preliminaries.

Bookings and Plans at ROBINSON, PIANO CO., LTD.

PROMOTER, R. H. WHITTAKER.

Hongkong, 29th August, 1910. [1009]

HONGKONG CLUB.

NOTICE

THE EIGHTEENTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES (1896 issue) of the Hongkong Club, Payable on FRIDAY, the 30th Sept.

1910, will be held at the Club House at 11 o'clock A.M. on SATURDAY, the 17th September, 1910.

Bearers of Debentures are invited to attend the Drawing.

By Order,

JAMES CRAIK,

Secretary.

Hongkong, 1st September, 1910. [1006]

PEAK TRAMWAYS COMPANY, LTD.

NOTICE

I HAVE This Day REMOVED my Office to No. 6, DES VGEUX ROAD, FIRST FLOOR, from 41, Wyndham Street.

H. M. H. NEMAZEE.

Hongkong, 27th August, 1910. [1024]

TO ALL WHOM IT MAY CONCERN.

AFTER This Date, I shall be no longer

Responsible for the Debts of my Wife,

MARY WILKS.

G. WILKS,

Naval Yard Police.

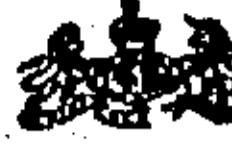
Hongkong, 31st August, 1910. [1023]

NOTICE

I HAVE This Day REMOVED my Office to No. 6, DES VGEUX ROAD, FIRST FLOOR, from 41, Wyndham Street.

H.

INTIMATION



A. S. WATSON & CO.,
LIMITED,
ESTABLISHED A.D. 1841

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VERY OLD LIQUEUR
SCOTCH
WHISKY

A BLEND OF THE FINEST PURE
MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S
"E" has maintained the re-
putation of the FINEST
SCOTCH WHISKY in the
FAR EAST.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

[25]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news
column should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.

All letters for publication should be written on
one side of paper only.

No anonymously signed communications that
have already appeared in other papers will be
accepted.

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P. O. Box, 34. Telephone No. 12.

BIRTHS.

On August 25th, at Shanghai, to Mr. and
Mrs. H. J. ANDREWS, a son.

On August 26th, at Shanghai, to Mr. and
Mrs. CHAR. JONES, a daughter.

HONGKONG OFFICE: 10A, DES VOUT ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 2ND, 1910.

For the past year Indians in considerable
numbers have been passing through Hong-
kong every month on their way to Amer-
ica; and this outflow of labour from India
has recently begun to attract attention in
the Calcutta Press. One paper states that
fifteen hundred Indians, mostly Sikhs,
left Calcutta for Hongkong, by one line of
steamers only, in the month of July, and
almost every steamer leaving the port for
the Far East takes away hundreds of
stalwart Sikhs, who come practically from
all parts of the Punjab, from the Ferozpur and
Amritsar districts, and even from
Patiala. They emigrate to Singapore,
Hongkong, Vancouver, and San Francisco.

As a matter of course, inquiries have been
made by the police as to why such a large
number of Indians were leaving the country,
but "nothing came of the investigations." The
Protector of Emigrants, it is added, is not in a position to interfere, as these
Sikhs are not indentured coolies, and to all
appearances they travel at their own ex-
pense. Nevertheless, the suggestion is made
that the collection of these men by the
hundreds is the result of diligent recruiting
by brokers, who possibly in very many
cases provide the funds.

We have made some inquiries with re-
gard to these statements, and learn that
they are not to be accepted as trustworthy.
The number of Indians passing through
Hongkong from Calcutta is nothing like
the number suggested. It is not improbable
that one line of steamers running to the Far
East carried fifteen hundred from Calcutta
in a single month; but this number were
not brought as far as Hongkong. In all
probability, the destination of the great
majority was the Malay States, where labour
is in great demand and the remuneration
attractive enough to appeal to the average
Indian agriculturist. It is quite possible
that the men who were going no further
from their homes than the Malay States
were not very amply provided with funds,
but as the passage from Calcutta to San
Francisco costs not less than twelve
pounds sterling, and as each immigrant
into the United States is required to satisfy
the American immigration officials
that he possesses at least fifty dollars gold,
some proof is here given that the emigrants
crossing the Pacific are a fairly good class.

We understand, indeed, that these men
come from the middle class, the families
who own farms in the Punjab. They are
not "recruited" for America by any organi-
zation. Emigration to the United States
and Canada is of slow growth. It had
small beginnings, and the news of satisfac-
tory conditions of labour and the compara-
tively high remuneration which is paid on
the fruit farms of the Western States,
coming home from the Indians already
settled there, is ample inducement to others
to follow them into temporary exile from
their native land.

Though something is doubtless done
privately, if not officially, to discourage this
emigration, since there is a scarcity of
labour in many parts of India, no official
embargo can be placed upon it. The Indian,
if he is persuaded that he can better himself
financially by emigrating, is free to try his
fortune. In view, however, of the growing
volume of the emigration of Indians to the
United States and Canada—now probably
amounting to seven or eight hundred a
month—it seems to us that, in the interests
of the men themselves, there should be a
medical examination of intending emigrants
in Calcutta. It is well known that a fairly
large number who come to Hongkong are
rejected by the ship's doctors when they
present themselves for a passage to America.

About twenty-five per cent. are found to be
suffering from trachoma, and a steamer could
only take such men across the Pacific with
the certain knowledge that it would have to
bring them back again to Hongkong at the
Company's own cost. Therefore, the re-
jected ones either remain here for treat-
ment, if there is a prospect of cure, or they
have to return to India at their own cost.
Though many are successfully treated and
subsequently gain admission to the United
States, there are others whose cases are
hopeless. These return to India disappointed
because they have sacrificed their hard-
earned savings unavailingly. For this reason
we think it is desirable in the interest of emi-
grants who intend proceeding to America that
their eyes should be examined for trachoma
in Calcutta, and that those who are badly
afflicted should be advised that it would be
a waste of money and time for them to
proceed to Hongkong in the expectation of
procuring a passage to America.

Mr. Wada, in responding, dwelt
upon the significance of the celebration
in a country whose friendship the
Japanese valued beyond measure, and he
expressed the hope that many
similar gatherings would continue to
inspire the ideal which was common
to both, of contributing to the peace
of the world.

TELEGRAMS.

Protected by the Telegraph Message

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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS".]

A KOREAN PROTEST AGAINST
ANNEXATION.

LONDON, September 1st.

Reuter's correspondent at San
Francisco reports that the Korean
National Association, which has its
General Office in San Francisco, has
passed a resolution firmly repudiating
the cession of Korean sovereignty,
severely arraigning the tyrannical
compulsion of Japanese methods, and
concluding as follows:

"We, the true sons of Korea, will
never give up the struggle for liberty
and independence."

THE CROWN PRINCE OF
JAPAN.

BIRTHDAY CELEBRATION IN LONDON.

LONDON, September 1st.

The birthday of the Crown Prince
of Japan was celebrated by a banquet
at the Anglo-Japanese Exhibition,
which was specially decorated for the
occasion.

The banquet was followed by a
"lantern feast."

Mr. Wada, the Commissioner of
the Exhibition, presided.

Lord Rotheram in proposing the
health of the Crown Prince, said His
Imperial Highness had shown himself
to be keenly alive to the responsibilities
of his position. It was apparent
to all that the Japanese intended to
play a bigger part in the history of
the world than they had done hitherto.

Mr. Wada, in responding, dwelt
upon the significance of the celebration
in a country whose friendship the
Japanese valued beyond measure, and he
expressed the hope that many
similar gatherings would continue to
inspire the ideal which was common
to both, of contributing to the peace
of the world.

BRITISH TRADE RETURNS.

LONDON, September 1st.

The Trade Report for 1909 shows
that the imports from the Colonies last
year increased by over seventeen
millions sterling, while those from
foreign countries advanced by fifteen
millions.

The total export of goods produced
in the United Kingdom amounted to
£378,000,000.

DEATH OF GEN. FORESTIER-WALKER.

LONDON, September 1st.

The death has occurred of General
Sir F. Forestier-Walker, G.C.M.G.,

He died at Tenby from heart failure.

[General Sir Frederick Forestier-Walker
was in command of the lines of communication
in South Africa from 1899-1901. In 1905 he
was appointed Governor of Gibraltar, and
was given the Mediterranean command last
year. He was 66 years of age.]

PROSPECTIVE VISIT OF AMERICAN
FLEET.

Information has been received at the Colonial
Secretary's Office that Admiral John Hubbard,
Commander-in-Chief of the United States
Asia Fleet, proposes to visit Hongkong with the
U.S.S. New York, New Orleans, Bainbridge,
Early, Chauncy, Dale, and the
U.S. naval auxiliary Pompey on or about Sep-
tember 20th.

A Hawk paper learns on good authority
that Herr Dernburg, the German ex-Colonial
Secretary, will include Hawkow among the
places to be visited by him in the Far East.

The master and officers of a steamer at
Hawkow recently saw seven bodies lashed firmly
together drift past their vessel. A story was
current in the Chinese papers at the time that
a gang of seven robbers had been seized in a
neighboring village and done to death by the
simple means of tying them together and
throwing them into the river.

A Supreme Court order has been issued
against a lawyer at Penang at the instance of
the Solicitor-General, calling upon him to show
cause why he should not be suspended for two
years.

SUPREME COURT.

Thursday, September 1st.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

LI CHI CHIN AGAIN.

The case, Tang Wong Shie v. Li Chi Chin, in
which Mr. Slade moved for an order that the
verdict obtained in the issue to determine whether
Li Chi Chin was a partner in the Chuen
Hing Steamship Company, late of 53, Bonham
Strand, tried before the Chief Justice and com-
mon jury, be set aside on the ground that the
verdict was against the weight of evidence, was
reversed.

The Chief Justice remarked that in view of
the long sleep which this case had for two years,
and its revival within six months of the de-
struction of the books by the Registrar, the case
was so suspicious that on that ground alone,
unless it was satisfactorily explained, he should
set the case back to the jury six times, if
necessary. He wished it to be clearly under-
stood that he cast no reflection whatever on the
solictor retained, because what he had said
might suggest that in some way or other these
men had evidently heard of the destruction of
the books and after two years sleep had revived
the case. He said that as nearly as he could be
told, the case came before the Court he was bound to give strong expression
to the point.

Mr. Slade said later that if Li Chi Chin was
held to be a partner the Chinese would come
by the hundred, especially as the books were
destroyed.

Mr. Porter, in opening the case for the
respondent, said the jury was the proper
tribunal appointed by law, and therefore no court
of appeal would step in to say it was going to
reverse the finding of a jury except for the
strongest reasons. The cases cited laid that down
and above all it was laid down that the court of
appeal would never reverse the finding of a jury
or order a new trial merely because the members
of the court of appeal would have themselves decided
the case differently on the evidence before the
court. That was really the fact which appeared
in all the cases on that subject. The judges
were careful to say that never would the court of
appeal have decided differently. That must be
one point which must be put out of the
mind of the presiding judge. If it were
not so, trial by jury would be reduced to
an absurdity. If the court granted the
application of his friend it would simply mean
that it would be an appeal from one jury to
another. The question was whether there was
any evidence to go to the jury. It had never
been suggested, and it could not be suggested,
that there was no evidence. His friend had not
raised the point at the trial, he could not have
raised it. It could not be contended
that there was no evidence to go to the jury if the
evidence was such that no jury could reasonably
find a verdict. There was evidence, and ample
evidence, to go to the jury. Counsel then dealt
with the principles of the Court of Appeal, and
pointed out that the main fact was that
the applicant must prove that the evidence was over-
whelming before the decision of a jury could be
reversed. They would not reverse the verdict
simply because there was more evidence on the
one side than on the other. The evidence must
be overwhelming. His friend was attempting
to turn their Lordships into a jury, which
he could not do. He was attempting
by criticism to sway their Lordships and to
induce them to say that that verdict was clearly
against the weight of evidence.

The hearing was adjourned.

THE CHINESE TEA INDUSTRY.

The production in 1908 was well over the
average, but the trade was not generally profitable,
writes the Commercial Attaché to his
Majesty's Legation at Peking in his report on
the Foreign Trade of China. The returns from
Hawkow, the chief tea centre, show that the
output of black tea and green tea increased, but
that of all other kinds decreased. The crops
there were of good average quality, quite equal
to those of 1907. The Commissioner of Customs,
Hawkow, remarks that for the last three seasons
the selling has been on sounder lines, measures
having been taken by the Tea Guild to secure
the quality of the bulk being up to sample.
Fine teas sold well in London, but there was
little demand for common grades. The
Commissioner of Customs points out that
teas of the Hawkow quality can only
be obtained at Hawkow, and that even when
the crop is short the value is likely to remain high;
also that if the public taste in the United
Kingdom were once educated to appreciate
high-grade tea it would require a great rise in
price to drive consumers back to the inferior
products of other countries. At Kinkiang, a
fairly profitable trade was done both in black
and green tea. The experience of the dealers at
Fookow was more discouraging than that
at Hawkow. At Fookow the tea trade of 1908 is
described as having been disastrous to foreigners
and in a lesser measure to natives, the evil
being ascribed to over-production of China tea
generally. The finest teas from the Fookow
district realised high prices in Europe, but the
demand was limited, and the medium and
common teas were only disposed of when the
low rate of exchange came to the notice of
buyers abroad (chiefly in America) at prices
which resulted in serious loss. The green
tea trade of Chekiang did fairly well,
in spite of bad weather, which caused
a scarcity in the finer grades at Ningpo.
The Amoy tea trade has been diverted to
Formosa, and the Canton tea trade with Europe
is practically gone, from Canton being ex-
ported only to places abroad where Cantonese
people are. The Acting Statistical Secretary of the
Imperial Maritime Customs, summing up the
situation in his annual report for 1908, states
that the possibility of China tea recovering
their lost position in the market of the United
Kingdom against the energetic competitive
methods of the India and Ceylon planters is
almost hopeless, but points out the still great
possibilities of expansion in America and Con-
tinental Europe (excluding Russia), where
the consumption is at present small, but the taste
for tea is spreading. He adds, however, a
warning: "If China is to share the profits of
this expansion in competition with the planters
of India, Ceylon, and Java, it can only be by
taking full advantage of modern scientific
methods and by lightening to the utmost
the burden of home taxation borne by the trade."

HONGKONG LEGISLATIVE
COUNCIL.

convined the members of the Association that i
in the best interests of the Association that it
should be organised under an Ordinance such as
the Bill before you. The organisation is very sim-
ple. It requires the members of the Association
to undergo a regular course of musketry every
year, the same course as is laid down for the
Volunteers. It also requires of them a know-
ledge of elementary drill. In return they will
each receive the loan of a rifle; they will
be given the use of rifle ranges; they will receive
free ammunition in respect of their annual
musketry course, if they qualify in that course;

and they will obtain ammunition at favourable
prices for practice. But, above all, I believe
that so organised the members of the Association
will be accepted by the Military authorities and
will be given a place in the defence schemes of
the Colony, and I don't know any more
honourable position that any man could wish
to obtain than that. I believe, gentlemen, if
this Bill goes through that a very large
number of men who are already trained as
volunteers or in the regular army will join this
association. Indeed it is the earnest hope of this
Government that every man in the Colony
who is an ex-Volunteer or an ex-soldier will
join this reserve, and if that becomes an accom-
plished fact I think the Colony will find that
it has got a very valuable body of men whom
I am quite sure the distinguished and gallant
officer who sits on my right will be glad to
welcome as some small addition to the defence
force of the Colony.

His EXCELLENCE THE GENERAL OFFICER
COMMANDING—Your Excellency, it might be
useful if I said a few words from the military
point of view. The time when Hongkong would
be liable to attack would be at the outbreak of
hostilities, and then time would not permit war
having been declared, of starting to enrol men.
A defence scheme has to be drawn out and per-
fected in all its details beforehand, and every
man who has to take part in the defence
must be allotted to his place. We can find
lots of work for any able-bodied men who
can shoot and who can move about in
regular formations. There are plenty of men
who have the goodwill to assist in the defence,
but not having served in the regular army, the
volunteers or the militia, their lack of training
disqualifies them from taking part in defensive
measures. To each man who has the will this
Ordinance provides the way. (Hear, hear.)
Therefore I strongly recommend to the gentle-
men of the Legislative Council the passing of this
Ordinance.

The ATTORNEY-GENERAL seconded, and
the motion was agreed to.

MINUTES.

The minutes of the last meeting were read
and confirmed.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of
His Excellency the Governor, laid on the table
the report of the Finance Committee (No. 10),
and moved that they be referred to the Finance Committee.

The ATTORNEY-GENERAL seconded, and<br

ing that if a man intentionally takes a married woman under his care he shall account for it and pay damages. I may state that on going into committee I will move a few formal amendments which elaborate somewhat the machinery which is regarded by magistrates as necessary to carry out the warrant for distress.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then resolved itself into committee to consider the Bill clause by clause.

On the now-sub-section 3 introduced by the Attorney-General with regard to the execution of a distress warrant.

Hon. Mr. KESWICK asked if \$200 was the maximum price for a wife. It seemed rather a peculiar sum to settle on.

The ATTORNEY-GENERAL.—Yes, it is the maximum.

Hon. Mr. KESWICK.—Do you consider that adequate?

The ATTORNEY-GENERAL.—\$200 is the maximum that can be awarded under the New Territories Small Debts Ordinance.

Hon. Mr. KESWICK.—It appears to me an inadequate price.

The ATTORNEY-GENERAL.—If it is more the magistrates who are now appointed under the Small Debts Ordinance for the New Territory would have no power to deal with it. That would involve giving express powers to or sending a magistrate over there on purpose.

Hon. Mr. KESWICK.—If you are satisfied I raise no objection.

Hon. Mr. HEWETT.—Can magistrates only deal with a case up to \$200?

The ATTORNEY-GENERAL then submitted a proviso with regard to criminal conversation being barried by such proceedings before the magistrate.

Hon. Mr. OSBORNE.—Can a man be prosecuted for the same offence twice, supposing he pays \$200?

The CAPTAIN SUPERINTENDENT OF POLICE.—If he harbours the woman after.

Hon. Mr. OSBORNE.—If he harbours her he can be prosecuted again?

The ATTORNEY-GENERAL.—If a co-respondent is mulcted in damages he has to pay the damages, but the lady is his own property.

The Bill was left in committee, and Council resumed.

KELLET ISLAND AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to amend the Kellet Island Ordinance, 1893."

In doing so he said—This is purely a formal matter. The occupation and control of Kellet Island has been recently transferred to the Admiralty by arrangement with the War Office, so the terms contained in the existing Ordinance are inoperative.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then resolved itself into committee to consider the Bill clause by clause.

On resuming,

The ATTORNEY-GENERAL reported that the Bill had passed through committee without amendment, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

MIDWIVES' ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to secure the better training of Midwives and to regulate their practice."

In doing so he said—This Bill is based, I think I may say almost entirely, on the Imperial Midwives Act of 1902. It has been considered that medical science is sufficiently advanced now in Hongkong to ensure that midwives here shall be placed under proper safeguard. The Bill was very fully considered and received the consideration of my hon. and learned friend opposite. Section 13 has been inserted stating that this measure does not apply to Chinese unless they use the name and title in English. It was decided at first on consideration that we had better go by easy stages, as it would be undesirable to impose on the whole Chinese community the formalities required by the Bill.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then resolved itself into committee to consider the Bill clause by clause.

Hon. Mr. OSBORNE.—Has the Bill been submitted to the Medical Board for their consideration?

Hon. Mr. KESWICK.—Yes, it has.

Hon. Mr. KESWICK.—With the amendment, Sir, to section 13?

His EXCELLENCE.—We can discuss this clause when we get down to it. The Medical Board advised on it.

Hon. Mr. OSBORNE.—I am a member of that board and have not seen it.

Hon. Dr. HO KAI.—You were absent at the time.

Hon. Mr. HEWETT.—Clause 13 was submitted to the Medical Board.

The COLONIAL SECRETARY.—And they are divided on the question.

On clause 13,

The Hon. Mr. KESWICK said—It appears to me that section 13 takes the sting out of the Bill altogether. I understand the Bill was put forward in order to put a stop to malpractices known to exist in the Colony, and although this section 13 has been brought in with the assistance of my hon. and learned friend (Hon. Dr. Ho Kai) I still think it takes the sting out of the whole Ordinance and should be left out altogether. There is nothing in a name. You may call yourself a midwife, a nurse, or whatever you like, but to shift your responsibility because you are not a midwife does not seem to be sound. It appears to me to be contrary to the spirit of the Ordinance altogether.

Hon. Dr. HO KAI.—In answer to the objection raised by my hon. friend opposite I may say that this clause was introduced by the unanimous recommendation of the leading Chinese who

assembled at the Registrar-General's and discussed this Bill clause by clause. The introduction of this Ordinance does not differ in any material respect from the clause in the Medical Ordinance by which Chinese practising medical art among Chinese themselves can do so without being forced to register, and if the argument of my hon. friend opposite holds good then the Medical Ordinance is useless, and that clause exempting practitioners from practising amongst their own people will go against the whole spirit of that Ordinance, and make it unsatisfactory. On the other hand, the Medical Ordinance has done a lot of good, and will do more when we have the facility for enabling Chinese to acquire Western medical learning.

Until that time exemption of this kind must be introduced into any Ordinance. I may remind the hon. gentleman that there are Chinese residents in this Colony numbering 400,000 souls. A great number of these are married ladies. There is a great probability that most of them will be having children, and the chances are that the number of midwives who are qualified according to Western methods are only about fourteen in number. They are quite inadequate to meet the demand, even if we forced the Chinese to utilize their services, and until we have a larger number of midwives trained in Western methods it is impossible to make a sweeping Ordinance of this kind. Again, native midwives charge only a very nominal fee. I think my hon. colleague opposite will support me in saying that the charges vary from fifty cents to a dollar a case.

Hon. Mr. W.H. YUEN.—That is so.

Hon. Dr. HO KAI.—And in the case of European-trained midwives, I think their charges range from \$5 to \$15. If the Chinese were required to pay \$5 or \$15 a case, the majority would have to go without any assistance whatsoever, and that would be worse than the present circumstances. The Ordinance has been introduced because the Government first of all wished to reduce infantile mortality among the Chinese. Its existence is also due to the leading Chinese who subscribed to the Maternity Hospital, and to acquiring a lady doctor for the training of midwives. The Maternity Hospital has been doing good work, but at the same time it takes a long time to train a midwife. In the circumstances I think my hon. friend opposite will see that it is imperative that we should have a clause of this kind. In the space of five or ten years we may be able to expunge it, for the Chinese community may then be able to make use of the services of better trained nurses.

Hon. Mr. KESWICK.—I am afraid my hon. friend has rather mistaken my words. I had no intention whatsoever of suggesting that the Chinese community should make use of the services of foreign-trained midwives. My objection to this clause 13 was intended to exclude it from the Bill, because if we are going to put it in, we might as well have the Bill at all.

Hon. Dr. HO KAI.—Half a loaf's better than no bread.

Hon. Mr. KWAIWAN.—If you'd ever been hungry you would find half a loaf pretty useful.

Hon. Dr. HO KAI.—When a midwife does not hold herself out as Western-trained her fee is about a dollar.

Hon. Mr. KESWICK.—If I take it it is the chief object of this Bill, and insert clause 13, in my opinion the sting is entirely taken out of it.

Hon. Mr. OSBORNE.—What, Sir, has given rise to this Bill?

His EXCELLENCE.—The matter was brought forward by a case in which a midwife possessed as being a European-trained midwife, whereas she was really a Chinese married to an Australian, I think. Anyway, her name was spelt Lam, and she passed herself off as Lamb, taking a European name. She attended the wife of a Portuguese, and owing to her gross ignorance in treating the case the woman under treatment died. This Ordinance would catch a midwife and Chinese practising among Chinese and trying to fly a little higher.

Hon. Mr. OSBORNE.—By this Ordinance Chinese can practice among non-Chinese.

The COLONIAL SECRETARY.—But cannot represent themselves as European-trained.

The ATTORNEY-GENERAL.—This is an important British Colony, we are day by day growing, and as far as we can we are endeavouring to follow upon English laws. But it has been pointed out by representatives of the Chinese community that this Ordinance as it stood is a little too far in advance. Therefore they suggest that it is quite impracticable to apply the Ordinance in existence at home, and we shall for the time being exempt them.

Hon. Mr. KESWICK.—After the remark of my hon. friend on my right, I have no further demur to make.

On Council resuming,

The ATTORNEY-GENERAL reported that the Bill had passed through committee, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

SEGREGATION OF LEPROSY.

The ATTORNEY-GENERAL moved that the Council go into committee on the Bill entitled, "An Ordinance to provide for the segregation and treatment of Lepers."

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Hon. Mr. KESWICK said—It appears to me that section 13 takes the sting out of the Bill altogether. I understand the Bill was put forward in order to put a stop to malpractices known to exist in the Colony, and although this section 13 has been brought in with the assistance of my hon. and learned friend (Hon. Dr. Ho Kai) I still think it takes the sting out of the whole Ordinance and should be left out altogether. There is nothing in a name. You may call yourself a midwife, a nurse, or whatever you like, but to shift your responsibility because you are not a midwife does not seem to be sound. It appears to me to be contrary to the spirit of the Ordinance altogether.

Hon. Dr. HO KAI.—In answer to the objection raised by my hon. friend opposite I may say that this clause was introduced by the unanimous recommendation of the leading Chinese who

seconded, and the Bill was read a third time and passed.

HIS EXCELLENCE.—Council stands adjourned until this day fortnight.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards, the Colonial Secretary presiding. The following votes were passed:—

NEW TERRITORY IMPROVEMENTS.

The Officer Administering the Government recommended the Council to vote a sum of Forty-five thousand Dollars (\$45,000) in aid of the vote Public Works, Extraordinary, Communications, New Roads, New Territories.

MEDICAL DEPARTMENT.

The Officer Administering the Government recommended the Council to vote a sum of One thousand four hundred Dollars (\$1,400) in aid of the vote Medical Department A—Staff, Other Charges, Health Officer of Port, Repairs to Launch.

POLICE AND PRISON DEPARTMENTS.

The Officer Administering the Government recommends the Council to vote a sum of four hundred and fifty dollars (\$450) in aid of the vote Police and Prison Departments A—Police, Other Charges, Laundry Bonus.

STAFF QUARTERS AT TAI PO.

The Officer Administering the Government recommends the Council to vote a sum of Three hundred and twenty-one Dollars (\$321) in aid of the vote Public Works, Extraordinary, Buildings, Staff Quarters, Tai Po.

PUBLIC WORKS.

The Officer Administering the Government recommends the Council to vote a sum of Three thousand Dollars (\$3,000) in aid of the vote Miscellaneous Services, Transport of Government Servants.

TRANSPORT.

The Officer Administering the Government recommended the Council to vote a sum of Sixty thousand Dollars (\$60,000) in aid of the vote Miscellaneous Services, Transport of Government Servants.

WINDMILLS FOR IRRIGATION IN CHINA.

A primitive Chinese system of irrigation in Shantung Province that may lead to the installation of windmills to furnish pumping power is desired by the American Consular Officer in Chefoo. During the drought last year the magistrate of Changchuan, in Shantung, ordered that a deep well should be dug for over 10 now (mow equals one-fifth acre) of land. Those owning less than 10 mow were compelled to join with their neighbours in a common well. The sinking of the wells was supervised by an official who had the general oversight of the scheme. In this way 3,560 wells, deep enough that an abundance of water was available in dry times and watering 35,600 mow, were dug. The water was raised by the primitive rope windlass basket method, which kept two men busy night and day, and it was not unusual for a man to faint from exhaustion on the hot days. It was found that, owing to the introduction of industrial enterprises, wages had so advanced that labourers were not available for this arduous work and it had to be done by the farmers themselves. The installation of windmills is now advocated as a means of overcoming this handicap. The Changchuan magistrate reported the results of his experiment to Governor Sun Pao-chi, who has ordered wells to be dug in every dry region of the Province.

THE LAW CONCERNING CHEQUES.

A paper by Dr. Bernat Schiermann, of Hungary, on the unification of the law concerning cheques had been referred to a small committee for report.

The author pointed out the wide discrepancies between the various cheque-laws and the great inconveniences arising from them. Referring to the great and useful influence of the Budapest rules on the endeavours made for the unification of laws concerning bills of exchange, he suggested certain rules on the subject of cheques for the consideration of the committee to which his paper had been referred.

Dr. E. J. Schuster, London, expressed the view that the feeling in Great Britain would be opposed to a uniform Bills of Exchange law.

The memorandum of the Institute of Bankers, which set forth the difficulties in the way, had been submitted to every Chamber of Commerce in the United Kingdom, and they had all approved of it.

He would urge, therefore, that the Conference should not attempt the impossible, but should only attempt what it was possible to achieve. It might be possible to embody in British law the principles adopted at The Hague, but that should be done by the ordinary methods of English legislation, and not merely by translating a cut and dried code received from the Continent.

RECENT CONSULAR REPORTS.

Recent Consular reports show that the trade of the British Empire with Manchuria, after suffering for some years from the confusion caused by the war, is again recovering much of the ground that was lost. Last year at the port of Newchwang, for instance imports of cotton goods alone were more than double those of 1907, and reached a total value of £1 million sterling.

Nearly half of this total was purchased from the British Empire, and consisted largely of yarn from India. It would be a great satisfaction to those participating in this important trade if they could learn definitely the whole of the conditions under which Japan and Russia control the Eastern Chinese Railway in future to be exercised.

Mr. Justice Phillimore, the convenor of the committee, announced that after deliberation the committee eliminated certain of the rules, but agreed to submit the following seven to the Conference, with a view to their being laid before the International Conference at The Hague in September, 1911:

(1) It shall not be obligatory to insert into the context of the instrument an indication either of the account to be debited with the amount or of the balance out of which the payment is requested.

(2) The cheque shall be payable on demand only; it shall be dated, and specify the place where it is drawn.

(3) It shall not be obligatory to write the day of date all in letters, nor to have it written by the hand of the writer of the context.

(4) A cheque, though payable to a particular person, shall be deemed negotiable to anyone, unless there are express words prohibiting transfer.

(5) Inland cheques shall be presented for payment within one fixed period limited by the law of the particular country, and this period shall run from the date of the cheque.

Foreign cheques shall be presented for payment within the period limited for presentation of inland cheques in the country where the cheque is payable—running from the last day of the time necessary for forwarding the cheque in the usual way from the place where it is drawn to the place where it is payable.

(6) The duty and authority of the drawee to pay the cheque shall be determined by the drawer's countermand of payment, as well as by the notice of an available act of bankruptcy committed by the drawer, but not by the mere notice of the drawer's death.

(7) The provisions of the British Bills of Exchange Act relating to crossed cheques are to be maintained, and it is highly desirable that they should be accepted generally.

The Conference adopted the rules after discussion, though individual members disagreed from various portions of them.

THE WORK OF THE CONFERENCE.

Lord Justice Kennedy, before the members separated, delivered a brief address in which he congratulated them on their labours. The Conference, he thought, had not fallen short of any of its predecessors in size or importance, and for this they owed a debt of gratitude to the general secretaries of the Association, who had displayed a great amount of zeal in the work they had undertaken.

In the domain of what he might call public international law the Conference had dealt with international arbitration, with the Declaration of London, and with the doctrine of the continuous voyage. He hoped the Governments concerned, before formal ratification was given, would give attention to the points raised in the papers which had been read by competent authorities.

Passing on to the subject of workers' compensation, with the liability of shipping companies in foreign ports for claims for personal injuries and with State intercession and with maritime contracts. The subject of general averages had taken practical shape, and the further Committee which had been appointed would, he hoped, suggest something which would be accessory to the acknowledged usefulness of the York-Antwerp rules.</p

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SHEWAN, TOME & CO., General Managers. Hongkong, 25th August, 1910. [580]

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[748]

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Hongkong, 26th October, 1906. [545]

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Hongkong, 29th August, 1910. [588]

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Hongkong, 25th August, 1910. [577]

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Hongkong, 21st February, 1910. [516]

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Hongkong, 27th January, 1910. [364]

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Hongkong, 12th August, 1909. [531]

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Hongkong, 31st July, 1907. [546]

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Hongkong, 9th January, 1909. [574]

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Admiral Sir A. L. Winsloe, K.C.B.,

C.V.O. C.M.G., 14,500 tons, i.h.p. 27,000.

Capt. G. C. Cayley, Nagasaki.

Monmouth, armoured cruiser, 9,500 tons, i.h.p.

22,000. Capt. L. E. Power, M.V.O., Nag-

saki.

Moerhen, river gunboat, 180 tons, 2 guns,
i.h.p. 800. Lieut.-Comdr. G. P. Leith,

West River.

Nightingale, river gunboat, 85 tons, 240 h.p.

Lt.-Comdr. Claude Hilliersden-Woodward,

R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns,
6,300 i.h.p. Comdr. E. Stevenson, Nag-

saki.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.

Lient.-Comdr. W. C. Lucas, Canton.

Sandpiper, river gunboat, 85 tons, 2 guns, 240

i.h.p. Lieut.-Comdr. E. J. B. Southby,

Canton.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.

Lient.-Comdr. John Michael Barker, Yang-

tze.

Taku, torpedo boat destroyer, 305 tons, i.h.p.

6,000. Gunner W. Barlow, R.N., Hong-

kong.

Tamara, receiving ship, 4,650 tons, 6 guns,

Commodore Eyre, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800.

Lient.-Comdr. R. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 i.h.p. Lient.

Comdr. M. H. Baillie-Hamilton, Yangtze.

Virago, torpedo-boat destroyer, 395 tons, 6 guns,
6,300 i.h.p. Lient.-Comdr. C. E. Lloyd

Thomas, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 i.h.p.

Lient.-Comdr. R. I. Hancock, Straits Settle-

ments.

Whiting, torpedo-boat destroyer, 360 tons, 5

guns, 5,900 i.h.p. Lieut.-Comdr. G. B.

Hartford, Hongkong.

Widebeam, gunboat, 195 tons, 2 guns, 800 h.p.

Lt.-Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.

Lient.-Comdr. B. E. Brooke, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.

Lient.-Comdr. G. F. A. Mulock, Yangtze.

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SCIENTIFIC MISCELLANY.

FREEZING WARTS WITH CARBONIC ACID.

Freezing with carbon dioxide is a novel curative process; the exact value of which is not yet known. When the compressed gas is allowed to escape from a cylinder some of it condensed as snow and this is rammed into a tube of metal or vulcanite forming a solid round or square rod. With a piece of lint one end of the rod may be held in the hand, while the other end may be pared to any shape with a knife. On applying the free end to the skin, the surface is at once frozen by the intense cold, and striking effects follow the usual application of 30 to 90 seconds. Little or no pain is felt. Thawing takes place promptly and swelling follows in two or three minutes, while a blister often appears within an hour. So far the freezing has been applied with good results in such skin afflictions as birth-marks, warts and some moles.

AN UNKNOWN SOIL STERILIZER.

Recent evidence tends to show that the soil has sterilizing organisms as well as the fertilizing bacteria. At the Rothamsted Experimental Station in England, Drs. E. J. Russel and H. B. Hutchinson have partially sterilized soils by heating to about 200 degrees F., or treating with a volatile antiseptic like carbon disulphide, and have found that productiveness becomes greater for a time through increased production of ammonia, due to rapid increase of bacteria. This remarkable effect of incomplete sterilization is attributed to a destruction of competing organisms. The discovery of some means of suppressing the undesirable soil organisms would appear to be an important advance, and this problem is now receiving attention.

THE KRA'S DESTRUCTIVENESS.

The natural food of the New Zealand kea is fruits, roots, fungi, worms and insects, and the strange stories of sheep killing by this parrot have been seriously doubted. G. K. Marriiner, curator of the museum at Waggauga, has found the bird convicted by the most positive evidence. With horrible cruelty this extraordinary bird tears out the kidneys of its victim while clinging to the only foothold it can keep during the tortured animal's struggles, and sheep owners lose five per cent. of their flocks yearly.

SCENES FROM THE INVISIBLE.

A new region of wonders, quite unknown to our unaided perceptions, has been opened up by a combination of the ultramicroscope and the cinematograph. The former is an ordinary microscope using a powerful ray of light from one side, and, while it does not accurately reveal sizes and shapes, organisms and other solid particles far too small to be even detected by ordinary observation are made to appear as bright points on a dark background, and their position and movements are clearly shown. With great care and patience, Dr. Comandon, a French investigator, has photographed upon moving films both microscopic and ultramicroscopic scenes, adapting for each the illumination of an intense pencil of light from an electric arc. In the cinematograph the film throw upon a screen moving pictures, and the objects thus reproduced may be magnified as much as 10,000 diameters—an enlargement that would make a flea as big as a six-storey house if so immense a creature could be shown entire. The movements, in the blood, of corpuscles and disease germs are among the instructive views that can be brought out. One set of moving pictures shows the blood of a mouse infected with a trypanosome, similar to that of sleeping sickness, and the organisms—actually 1/1250 to 1/250 of an inch long—appear as swift-moving granular catenulae a foot or more in length. In another series of pictures, a tadpole's tail is a mass of cells traversed by a river of blood, which whirls the oval blood corpuscles along like pebbles in mountain torrent.

NEW BUILDING MATERIAL.

Portland cement has been produced from the waste slag of blast-furnaces, and a new process—now being tested in Liverpool—makes another useful building material by adding sand and sulphate of soda sometimes with a little lime to convert the slag into glass. With or without enclosed wire, this glass may be cast or rolled into artificial slates, paving blocks, building blocks, bricks, slabs or tiles. Much is expected from the slate-roofing-slate, which costs less than half as much as the natural slate of Wales, is translucent, can be made of any size or shape and in any one of several colours, and is absolutely rain-proof.

STEEL SOFTENED BY AGE.

Glass-hard steel rods at Brown University have lost 20 per cent. in electrical resistance since 1885. It is inferred that, at ordinary temperatures, glass-hard steel would become completely softened in 250 years.

HOUSES OF CLAY.

Building-walls of clay reinforced with wire-mesh, as devised by W. Pastz, of Harburg, Germany, are claimed to have proven very satisfactory, and a two-family house of stable is said to have been built at a cost of but \$2,000. The reinforcement consists of inner and outer sheets of wire fabric, with horizontal sheets at intervals not exceeding the thickness of the wall. If heavy loads are to be borne, a layer of cement mortar is placed between successive courses of clay. Window openings are framed with cement mortar dovetailed with the clay work. The exterior is given a coating of neat cement mortar, with such additional plastering and dressing as may be desired; and the inside wall surfaces, after being first well dried, receive also the coating of neat cement mortar and are then plastered. Timber studding is used for wall-plates, floors, roof framing and partitions. Sheets of metal fabric are nailed on each side of the partition-studding, and the spaces between are filled with clay, well tamped. As used for buildings, the clay has little moisture—just sufficient to permit it to be tamped into a solid mass.

SEVERAL ANNUAL RINGS A YEAR.

Estimates of tree ages from the so-called annual rings appear to be doubtful accuracy.

M. N. Thompson, conservator of forests for Southern Nigeria, has found reason for believing that mahogany trees show three or four well-marked zones of growth in a year—instead of only one—and he suggests that a new zone is formed each season. The same observation has been made both on forest trees and on those grown in the botanical gardens. The town of Ijaya was destroyed sixty years ago, and on its site has grown a forest containing mahogany trees with trunks more than ten feet in circumference.

GAS ENGINE SUPERIORITY.

The statement that gas engines are 50 per cent. less liable to breakdowns than steam engines has aroused a discussion, from which it appears that many insurance engineers regard the small gas engine as more reliable than the small steam engine, but consider the reverse to be true with large engines. In the small machines, the gas engine receives the best efforts of manufacturers, while it is given much more attention in running than is bestowed upon the steam engine.

LORD CURZON ON INDIA.

ITS VALUE TO THE BRITISH EMPIRE.

To the current number of the *North American Review*, Lord Curzon contributes the first of two articles on "British Rule in India." He explains that there is so frequently a tendency in India to assume that the advantage of the connection is mainly or wholly on the side of England, and perhaps in England to think that India is the chief gatherer, that a comparison of the advantage conferred upon both may not be without value in enabling both parties to arrive at an unbiased judgment.

"First let me endeavour to state what India gives to Great Britain and the Empire; for that she is a source of great material and political advantage to them and has always been so. We have been able to exploit our South American colony of British Guiana without Indian labour, the Indian population there is now 105,000 out of a total of 278,000. We have even been able to spare surplus labour for other Powers, the French in Reunion, and the Dutch in Dutch Guiana. Indian coolies have penetrated to the remote Pacific, and the Fiji Islands contain 17,000. Africa, which from its proximity to India supplies a natural field for Indian labour, can tell a similar tale. The planters of Natal would not have been able to develop that colony had it not been for an Indian population, which is now 115,000 strong and exceeds in numbers the European inhabitants of the State. The Uganda Railway was constructed by more than 20,000 Indian coolies, and Indian labour was more than once sought of me by the late Cecil Rhodes. Every year an emigrant force from 15,000 to 20,000 coolies leaves the ports of India for these distant fields. There is another side to the question also. The benefit is reciprocal, both in relief to the congestion of India and in occupation and wages to large numbers of poor men."

To South Africa I sent out in the Boer campaign 13,200 British officers and men from the British Army in India, and 9,000 natives, principally followers. To China we despatched from India 1,300 British officers and men, 20,000 native troops and 17,500 native followers. Nor were these mercenary forces employed against their will to fight the battles of a distant Government. Not a war can take place in any part of the British Empire in which the Indian Prince does not come forward with voluntary offers of armed assistance; and the fact that the native army was not allowed to stand by the side of the British in repelling the Boer invasion of Naval in 1899 was actually made the subject of attack upon the Government in India—so keenly was the popular sentiment in favour of Indian participation aroused. I was in India throughout the South African and Chinese wars. Though not far short of 30,000 troops, British and Indian, were at one time away from the country, perfect tranquillity prevailed; and while the inveterate foes of England may have sneered at the early reverses to our arms, there could be no question of the genuineness of the rejoicing when the tide turned and the news of victory was flashed along the wires."

Lord Curzon then proceeds to deal with the more familiar question of business relations. India, he says, has become the largest producer of food

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & CO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
London & Antwerp via Singapore, &c.	NUBIA	British	F. J. Fox	P. & O. S. N. Co.	About 7th inst.	To-morrow, at Noon.
London, &c., via usual port of call	ARCADIA	British	S. Marcham	P. & O. S. N. Co.	On 14th inst.	
Havre, Hamburg & Antwerp, &c.	LIBERIA	German	K. Kinsel	HAMBURG-AMERICA	On 2nd Oct.	
Rotterdam, Hamburg & Antwerp, &c.	BADENA	German	K. W.	HAMBURG-AMERICA	On 7th inst.	
Havre, Hamburg & Antwerp, &c.	SAMBIA	German	K. W.	HAMBURG-AMERICA	On 10th inst.	
Havre, Bremen & Hamburg, &c.	SPEZIA	German	K. W.	HAMBURG-AMERICA	On 9th inst.	
Havre & Hamburg via Straits, &c.	ALBIA	German	K. W.	HAMBURG-AMERICA	On 9th inst.	
Marseilles, London & Antwerp via Singapore, &c.	YAMABAWA MARU	French	C. H. Butler	NIPPON YUSEN KAISHA	On 9th inst., at 5 P.M.	
Marseilles, London & Antwerp via Callao, &c.	VILLE DE LA CHOTAT	French	T. Marini	NIPPON YUSEN KAISHA	On 12th inst., at 1 P.M.	
Marseilles, London & Antwerp via Singapore, &c.	MITAZAKI MARU	British	F. E. Cope	JARDINE, MATHERSON & CO., LTD.	On 14th inst., at D'light	
Marseilles, London & Antwerp via Singapore, &c.	CARAVANSEIGNE	British	D. Deinat	HAMBURG-AMERICA	About 17th inst.	
Marseilles, London & Antwerp via Singapore, &c.	KITANO MARU	German	B. Bedmar	SANDER, WILHELM & CO.	On 23rd inst., at D'light	
Marseilles, London & Antwerp via Straits, &c.	AMBIA	German	A. Anz	MELCHERS & CO., LTD.	On 4th Oct.	
Marseilles, London & Antwerp via Singapore, &c.	VOORNAREN	German	G. Boltz	DODWELL & CO., LTD.	On 29th inst.	
Genoa, Algiers, Gibraltar, &c.	GOEDEN	British	F. S. Cowley	DODWELL & CO., LTD.	On 7th inst., at Noon	
Boston & New York	LENNOX	British	S. Ishitawa	CANADIAN PACIFIC R. CO.	About 3rd inst.	
Saint Patrick	LENNOX	British	H. Yamamoto	CANADIAN PACIFIC R. CO.	On 10th inst., at Noon	
Suveric	LENNOX	British	K. Kawata	NIPPON YUSEN KAISHA	On 11th Oct., at Noon	
Empress of India	LENNOX	British	M. Winckler	OSAKA SHOSEN KAISHA	On 22nd Oct., at Noon	
Montreal	LENNOX	British	D. Lens	NIPPON YUSEN KAISHA	Today, at Noon	
Victoria, B.C. & Seattle via Keelung, &c.	AWA MARU	Japanese	T. Sekine	MELCHERS & CO.	On 10th inst., at D'light	
Victoria, B.C. & Taku via Keelung, &c.	TAOMA MARU	Japanese	H. Eraser	NIPPON YUSEN KAISHA	On 13th inst., at 4 P.M.	
Victoria, C.B. & Manilla via Shanghai, &c.	IMABA MARU	Japanese	H. Reesner	MELCHERS & CO.	On 17th inst., at 4 P.M.	
Callao, Iquique, &c., via Japan Ports, &c.	YOKOHAMA MARU	Japanese	M. Yagi	NIPPON YUSEN KAISHA	On 17th inst., at Noon	
Australasian ports via Manilla	YOKOHAMA MARU	Japanese	Zwart	JAVA-CHINA-JAPAN LINN	On 28th inst., at Noon	
Australian ports via Manilla	YOKOHAMA MARU	Japanese	Kentie	BUTTERFIELD & SWINE	Quick despatch	
Kobe & Yokohama	YOKOHAMA MARU	Japanese	F. Mooney	JARDINE, MATHERSON & CO., LTD.	On 6th inst., at 4 P.M.	
Yokohama and Kobe	YOKOHAMA MARU	Japanese	M. Courtney	JARDINE, MATHERSON & CO., LTD.	To-day, at Noon	
Nagasaki, Kobe & Yokohama	YOKOHAMA MARU	Japanese	D. Deinat	HAMBURG-AMERICA	To-day, at Noon	
Japan	YOKOHAMA MARU	Japanese	G. Moines	MELCHERS & CO.	About 7th inst.	
Chefoo & Newchwang	YOKOHAMA MARU	Japanese	G. Phillips, R.N.R.	HAMBURG-AMERICA	On 8th inst.	
Tientsin via Swatow, Tsingtao, Whaihwei, &c.	CHIASHING	British	M. Melchers	MELCHERS & CO.	About 8th inst.	
Shanghai via Swatow	CHIASHING	British	F. Mooney	MELCHERS & CO.	On 10th inst.	
Shanghai, Kobe & Yokohama	CHIASHING	British	M. Courtney	MELCHERS & CO.	On 12th inst., at P.M.	
Shanghai Nagasaki Kobe & Yokohama	CHIASHING	British	D. Deinat	MELCHERS & CO.	On 12th inst., at Noon	
Shanghai, Kobe & Yokohama	CHIASHING	British	G. Moines	MELCHERS & CO.	On 14th inst.	
Shanghai, Moji, Kobe & Yokohama	CHIASHING	British	G. Phillips, R.N.R.	MELCHERS & CO.	On 15th inst.	
Shanghai, Kobe & Yokohama	CHIASHING	British	M. Melchers	MELCHERS & CO.	Quick despatch	
Shanghai, Moji & Moji	CHIASHING	British	F. Mooney	MELCHERS & CO.	About 3rd inst.	
Shanghai, Moji & Moji	CHIASHING	British	M. Courtney	MELCHERS & CO.	On 4th inst., at 10 A.M.	
Shanghai, Moji & Moji	CHIASHING	British	D. Deinat	MELCHERS & CO.	To-day, at 4 P.M.	
Shanghai, Moji & Moji	CHIASHING	British	G. Moines	MELCHERS & CO.	To-day, at 10 A.M.	
Keeling, Shanghai, Pukow, Hankow, &c.	DAIJIN MARU	British	E. W. Cockburn, R.N.R.	MELCHERS & CO.	On 9th inst., at 10 A.M.	
Tamsui via Swatow & Amoy	DAIJIN MARU	British	Y. Kuburaki	OSAKA SHOSEN KAISHA	To-day, at 4 P.M.	
Amoy, Ningpo & Shanghai	DAIJIN MARU	British	T. W. Pickard	BUTTERFIELD & SWINE	To-day, at 4 P.M.	
Swatow, Amoy & Foochow	DAIJIN MARU	British	A. E. Hodgson	Douglas Lapraik & Co.	To-day, at 10 A.M.	
Swatow, Amoy & Foochow	DAIJIN MARU	British	A. H. Stewart	Douglas Lapraik & Co.	On 6th inst., at 10 A.M.	
Hoifow & Haiphong	DAIJIN MARU	British	J. W. Evans	Douglas Lapraik & Co.	On 9th inst., at 10 A.M.	
Manila	DAIJIN MARU	British	J. W. Evans	BUTTERFIELD & SWINE	To-day, at Noon	
Zaitro	DAIJIN MARU	British	A. J. Payne	JARDINE, MATHERSON & CO., LTD.	To-morrow, at Noon	
Manila	DAIJIN MARU	British	P. H. Royle	JARDINE, MATHERSON & CO., LTD.	On 9th inst., at 4 P.M.	
Yuen-Sang	DAIJIN MARU	British	R. H. Rodger	SHENWAN TOMEI & CO.	On 10th inst., at Noon	
Ugi	DAIJIN MARU	British	M. Mathias	BUTTERFIELD & SWINE	On 10th inst., at Noon	
Kaifong	DAIJIN MARU	British	H. A. Hards	BUTTERFIELD & SWINE	To-day, at 4 P.M.	
Sungklang	DAIJIN MARU	British	F. Sembill	MELCHERS & CO.	On 6th inst., at 4 P.M.	
Colombo	DAIJIN MARU	British	E. Combes	NIPPON YUSEN KAISHA	End of Sept.	
Colombo	DAIJIN MARU	British	W. D. A. Thomas	CARLOWITZ & CO., LTD.	On 6th inst.	
Colombo	DAIJIN MARU	British	J. E. v. Damme Jelink	JARDINE, MATHERSON & CO., LTD.	On 12th inst., at Noon	
Colombo	DAIJIN MARU	British	J. E. v. Damme Jelink	JAVA-CHINA-JAPAN LINN	To-morrow, at Noon	
Colombo	DAIJIN MARU	British	J. E. v. Damme Jelink	JAVA-CHINA-JAPAN LINN	On 14th inst., at Noon	
Colombo	DAIJIN MARU	British	J. E. v. Damme Jelink	JAVA-CHINA-JAPAN LINN	Quick despatch	

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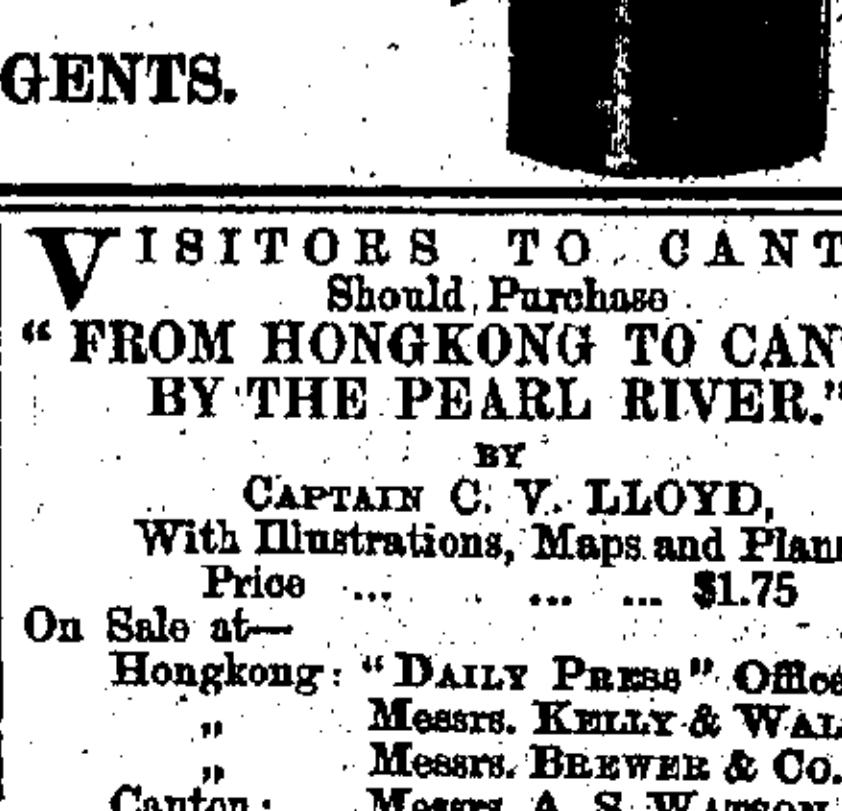
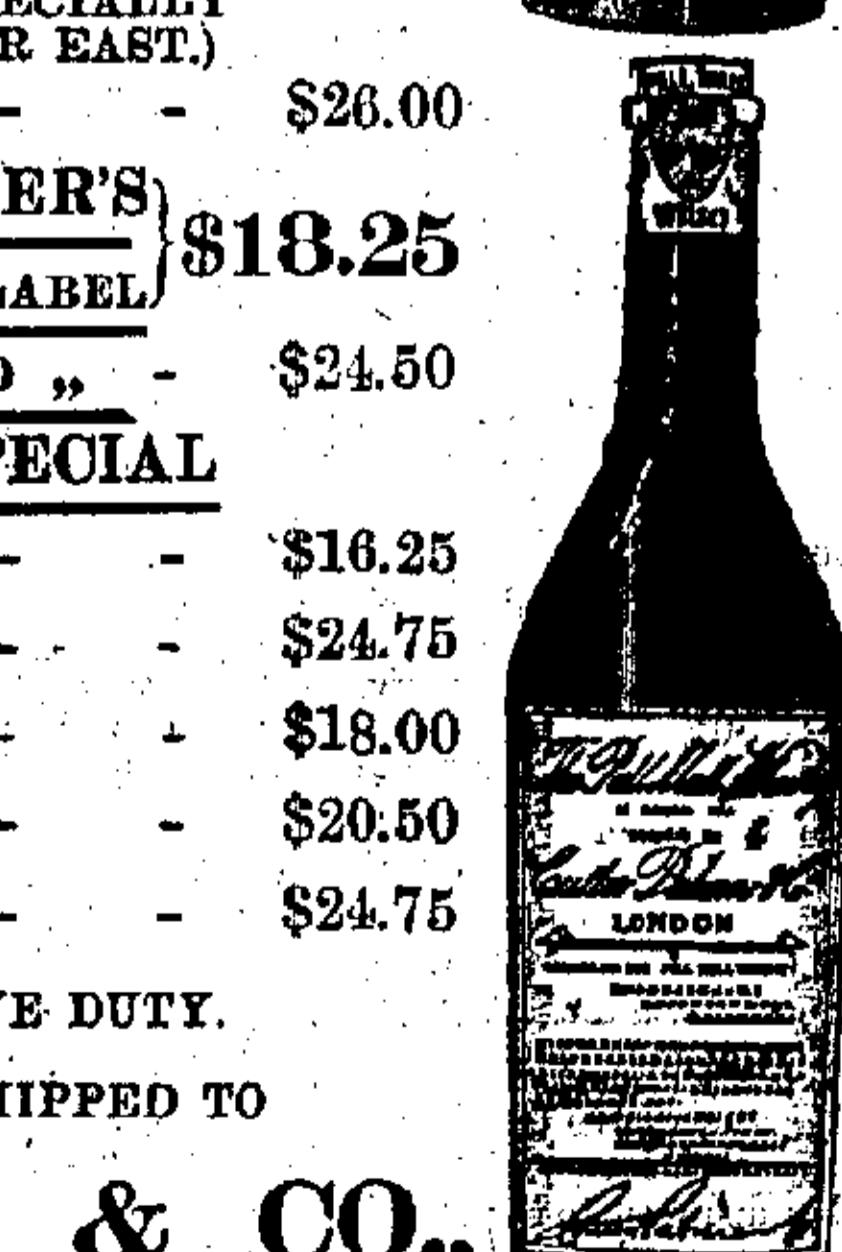
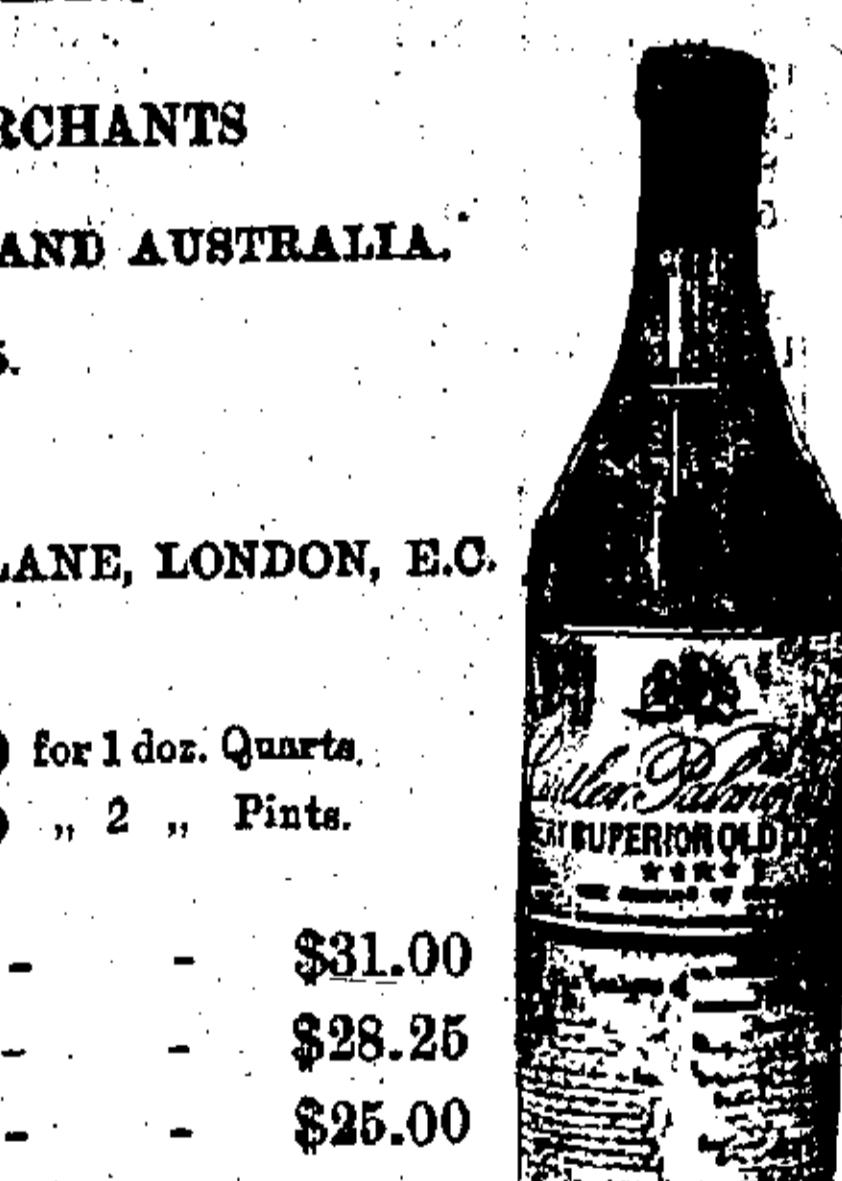
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SHIPPING IN PORT.

STREAMERS.	PAKHOI, British str. 1,227, Gibbs, 30th Aug.—Cherbon 19th August, Sugar—Butterfield & Swire.
AMERIA, German str. 5,143, Deinat, 30th August—Hamburg 10th July, General—Hamburg-Amerika Linie.	SIGNAL, German str. 902, F. Iversen, 27th August—Swatow 26th August, General—Jensen & Co.
ARRATON APCAR, British str. 2,931, D. Thomas, 26th August—Kobe and Moji 21st August, General and Coal—David Sesson & Co.	S. THAI, American str. 574, D. Pejo, 31st July—Manila 27th July, Sugar—W. B. & Co.
ASIA, American str. 2,936, H. Gaukroger, 23rd Aug.—San Francisco 26th July, General—P. M. S. B. Co.	SUISANG, British str. 1,771, M. Picknell, 21st August—Chingwanta 14th August, Coal—Chinese Engineering & Mining Co.
BARON INNEDALE, British str. 2,139, D. McAllister, 4th August—Moji 29th July, Coal—Bradley & Co.	TAOMA MARU, Japanese str. 3,830, H. Yamamoto, 30th August—Tacoa, Wash., 4th and Manila, P.I. 25th August, Flour and General—Osaka Shosen Kaisha.
BENALWEES, British str. 1,250, H. W. Bee, 27th August—Yokohama 21st August, Ballast—Gibb, Livingston & Co.	TAIHSANG, British str. 1,544, G. F. Matthews, 27th August—Salon 23rd July, Rice—Jardine, Matheson & Co.
CHIPSHING, British str. 1,199, F. Mooney, 26th August—Tientain 19th, Chofor 20th and Weihaiwei 21st August, General—General—Jardine, Matheson & Co.	TELENACHUS, British str. 1,340, Edward 15th August—Saigon 11th August, General—Carlo—Fung Sing, 7th Aug.—Nanking 2nd August, Timber and Rice—Norddeutscher Lloyd.
DAIJIN MARU, Japanese str. 2,846, Y. Kuburaki, 31st Aug.—Swatow 30th Aug., General—Osaka Shosen Kaisha.	TAIWAN, British str. 3,860, A. W. La Boog, 29th August—Batavia 21st August, Sugar and General—Java-China Japan Lin.

SHIPPING.

ARRIVALS.

ELAN, British str., 251, Milner, 31st August
Hankow 25th August, Bullard—A. P. &
Co.

PEKING, Chinese str., 380, J. B. Howie, 1st
Sept., Shanghai 23rd August, General—
C. M. S. N. Co.

HONGKONG, French str., 739, A. Cornelissen,
1st September—Haiphong 28th August, General—
General—A. R. Marti.

KASHMIR, British str., 1,124, Lawton, 1st Sept.
Manila 29th August—Butterfield &
Swire.

LENNOX, British str., 2,361, D. Reid, 1st Sept.
Keelung 30th Aug., General—Doddwell
& Co.

LINAN, British str., 1,350, Williams, 31st Aug.
Shanghai 28th Aug., General—Butterfield &
Swire.

LOONGSHAN, British str., 1,092, F. Wheeler,
1st September—Nanha 25th and Amoy
31st Aug., General—Jardine, Matheson &
Co.

SUISANG, British str., 1st September—Canton.

YATMING, British str., 1,424, S. J. Payne, 1st
Sept.—Bangkok and Kuching 26th
August, Rice and General—Jardine,
Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

Amelia, German str., for Shanghai.
Chingming, British str., for Swatow.
Chouyang, British str., for Shanghai.
Huijiao, British str., for Swatow.
Hilong, German str., for Hoihow.
Kunming Moro, Japanese str., for Australia.
Lihua, British str., for Canton.

DEPARTURES.

1st September.
CHENAN, British str., for Shanghai.
CHIYUEN, Chinese str., for Shanghai.
CHOSHUN MARU, Japanese str., for Swatow.
DETA, British str., for Shanghai.
DIOMED, British str., for Saigon.
GLAMORGANSHIRE, British str., for Shanghai.
HAIMUN, British str., for Swatow.
HAKATA MARU, Japanese str., for Singapore.
HITACHI MARU, Japanese str., for Singapore.
IYO MARU, Japanese str., for Kobe.
SINGAN, British str., for Huphong.
SPRE, Norwegian str., for Quon Chow Wan.
TAKYUAN, British str., for Australia.

SHIPPING REPORTS.

The Brit. str. *Longgang* reports: Moderate
weather.
The British str. *Kusheng* reports: Fresh
winds and rough SWesterly sea, heavy rain
squalls.

The British str. *Yatshing* reports: Fine
weather moderate Southeast to SWesterly winds
to 19 N. long 113°30' E. Thence fresh
W.S. Westerly wind and hard rain squall to 60
miles South of Cap Rock, thence moderating
to port.

VESSELS IN DOCK.

August 27th.

TAIKOO DOCK.—Union, Foochow.

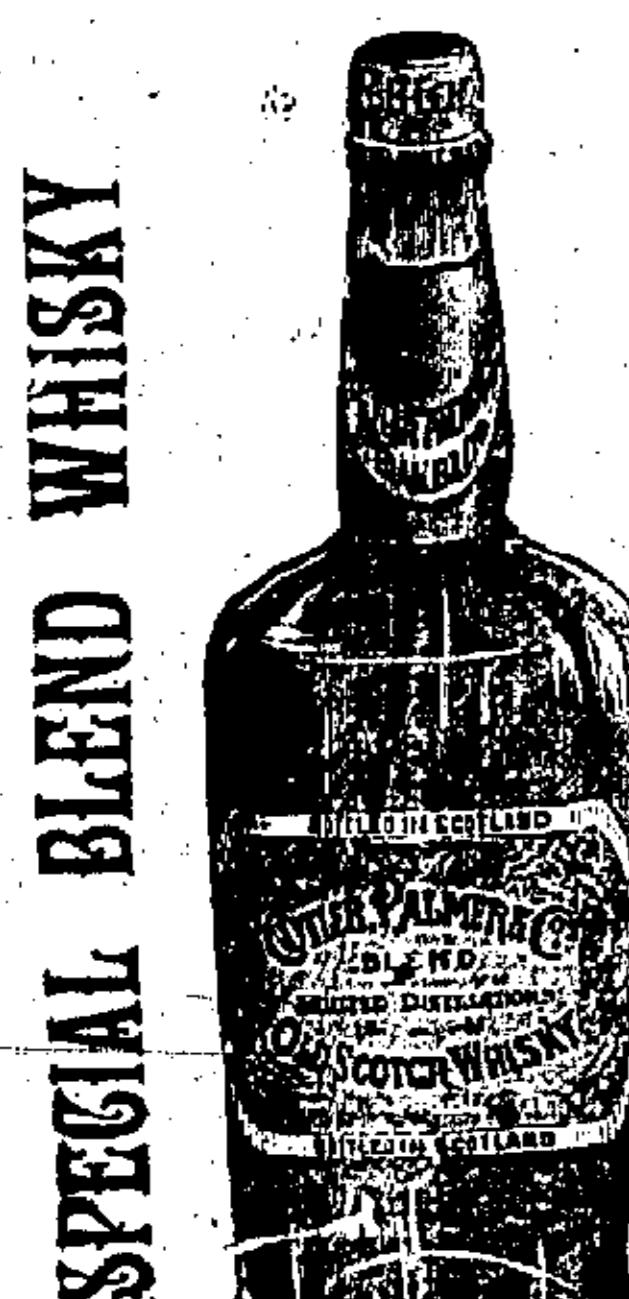
PASSENGERS ARRIVED.

Per *Longgang*, from Manila, &c., Messrs. E.
S. Daniels, C. L. Duncan and C. A. Dana.
DEPARTED.
Per *Igo Maru*, for Japan, Mr. S. Tomono, Mr.
M. Hoshino, Miss J. R. Maple, Mr. C. G.
Elder, Mr. Ribbink, Mr. T. Kubota, Mr. S.
Okura, Major Grice, Mr. and Mrs. Lerrigo,
Lt. and Mrs. Bunting, Mr. E. Teuda, Mr. K.
Gohara, Mr. K. Kuro, Mr. H. Takemura, Mr.
M. Nakamura, Mr. and Mrs. Matthews,
Mr. Onuma, Mr. M. Radick and Mr. C. Rodall.

STEAMERS PASSED THE CANAL.
August 9th—*Blomfontein*, Glenstrae, Africa.
12th—Menelaus, More, Fair Ling, Tokkin,
16th—Bencivene, Delflinger, Flinslure, Inter-
cylde. Delayed through mutiny, Pathan,
19th—Hirano Maru, Pembrokeshire, Prom-
thea, Tranquebar, Yarra, 19th—Delayed
through mutiny, Tonkin, 23rd—Indrasam-
ha, Inverness, 26th—Alcavira, C. F. Laissez,
Hudson, Ernest, Simon, Kaisor, Nippon,
Palawan, Silikona, Amira, Ereklane, Indraido,
30th—Benalder, Prins Eitd Friedrich, Somali,
Sea Maru, Wyvern.

ARRIVALS AT HOME.

Aug. 29th—Malta. 30th—Erzherzog Franz
Ferdinand, African Prince, Luetzow.

Cutler, Palmer & Co.'s

Cutler, Palmer & Co., London
AGENTS
SIEMSSON & CO.
HONGKONG

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPORTS.

A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST.

is given in the
HONGKONG WEEKLY PRESS,

with which is incorporated
THE CHINA OVERLAND TRADE REPORT,

Subscription paid in advance, \$12 per
annum. Postage \$2 to any part
of the World.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND
CALCUTTA.

(Taking cargo on Through Bills of Lading to
Rangoon, Madras and Mauritius.)

THE Steamship

"ARRATOON APCAR,"
Captain W. D. A. Thomas, will be despatched
for the above Ports TO-MORROW, the 3rd
Sept., at NOON.

For Freight or Passage, apply to
DAVID SASSON & CO., LTD.,
Agents,
Hongkong, 2nd September, 1910. [991]

THE BANK LINE, LIMITED.

Taking cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

**VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA**
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To sail or about.
• SUVERIC	6,232	F. S. Cowley ...	27th September.
• KUMERIC	6,232	G. B. McGill ...	20th October.
• AYMERIC	4,362	J. Boyd ...	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

* These steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 10th August, 1910. [8]

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at
Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama,
Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of
2 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER
SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong
"EMPERESS OF INDIA" SAT., 17th Sept. "ALLAN LINE" FRIDAY, 14th Oct.
"EMPERESS OF JAPAN" SAT., 8th Oct. "EMPERESS OF IRELAND" TUES., 4th Nov.
"EMPERESS OF CHINA" SAT., 29th Oct. "ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" TUESDAY, 8th Nov. From St. John, N.B.
"EMPERESS OF INDIA" SAT., 19th Nov. "EMPERESS OF BRITAIN" FRIDAY, 16th Dec.
"EMPERESS OF JAPAN" SAT., 17th Dec. "ALLEN LINE" FRIDAY, 13th Jan.

"Empress" Steamships leave HONGKONG at 6 P.M.
"Monteagle" at 12 NOON.

THE QUICKEST ROUTE TO CANADA, UNITED STATES AND EUROPE, CALLING AT SHANGHAI, NAGASAKI, KOBE, VICTORIA, B.C. CONNECTING AT VANCOUVER WITH A SPECIAL MAIL EXPRESS, AND AT ST. JOHN OR QUEBEC WITH THE COMPANY'S NEW PALATIAL "EMPERESS" STEAMSHIPS, 14,500 TONS REGISTER, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

With the Marconi Wireless apparatus, Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £11.10
Intermediate on Steamers) £45 " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and **ABOUND THE WORLD.**

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Peader Street and Praya, opposite Blake Pier

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due
to	HONGKONG	from COLOMBO to MARSEILLES & LONDON	PLYMOUTH (London) 2 days earlier
COLOMBO	1 P.M. SATURDAY	Steamer	SATURDAY
DELHI	February 4	MANTUA	March 4
ARCADIA	February 18	MALWA	March 18
ASSAYA	March 4	MACEONIA 10500	April 1
MARMORA	March 18	(Through Steamer) calling at BOMBAY)	April 15
DEVANHA	April 1	MOLDAVIA	April 23
DELHI	April 15	MONGOLIA	May 13
ASSAYA	April 29	MOREA	May 27
DELTA	May 13	MOOLTAN	June 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of booking.

FARES TO LONDON (including Surtax):

1ST SALOON £110.10 SINGLE £106.14 RETURN.

2ND £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON
CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due
		about
• SUNDA	January 25	March 11
• NUBIA	February 8	March 25
• SYRIA	March 8	April 24
• NORE	March 22	May 8
• PALAWAN	April 5	May 22
• BORNEO	April 19	June 19
• SICILIA	May 3	July 19
• SUMATRA	May 31	July 17
• NILE	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (including Surtax):

1ST SALOON £55.0 SINGLE £28.10 RETURN.

2ND £38.10 £57.4

* Carry 1st and 2nd Saloon Passengers.
For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 31st August, 1910. [991]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOB	STEAMERS	TO SAIL	REMARKS
LONDON via USUAL PORTS	ARCADIA.....	Noon, 3rd	See Special of Call. Capt. S. Barcham Sept.
KEELUNG, SHANGHAI, HANKOW, PALMA, CHINWANTAO, MOJI, KOBE and YOKOHAMA	PALESTINE, CAPT. G. W. COOKBURN, R.N.R.	About 3rd	Freight only.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAO and MARESHILLE	NUBIA, CAPT. J. F. FOX	About 7th	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	CAPT. G. PHILLIPS	About 8th	Freight and Passage.
SHANGHAI	DELHI, CAPT. G. W. GORDON, R.N.R.	About 15th	Freight and Passage.

For further particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 1st September, 1910.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	SINGAN	On 2nd Sept., Noon.
ILOILO & CEBU	KAFONG	On 2nd Sept., 4 P.M.
AMOY, NINGPO, SHANGHAI	KASHING	On 2nd Sept., 4 P.M.
CHEFOO & NEWCHENGANG	NANCHANG	On 6th Sept., 4 P.M.
ILOILO & CEBU via AMOY	SUNGKILANG	On 6th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANU"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

S.S. "SHANGHAI LINE" have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
BUTTERFIELD & SWIBB,
AGENTS. 19

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)			
FOR	STEAMERS	TO SAIL	
SHANGHAI via SWATOW	CHIYSANG	Friday, 2nd Sept., Noon.	
TIENTSIN via SWATOW, TSING-TAU, WEIHAIWEI & CHEFOO	CHIPSHING	Friday, 2nd Sept., Noon.	
MANILA	LOONGSANG	Friday, 2nd Sept., 4 P.M.	
MANILA	YUENSANG	Friday, 9th Sept., 4 P.M.	
SHANGHAI, KOBE & MOJI	NAMSANG	Monday, 12th Sept., Noon.	
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Wednesday, 14th Sept., Noon.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobo (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
Hongkong, 2nd September, 1910.

GENERAL MANAGER [1]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

Occupying 9 to 10 Days.
STEAMSHIP LEAVING.
CAPTAIN

HAIYANG	Capt. A. E. Hedges	FRIDAY, 2nd Sept., at 10 A.M.
HAIMUN	Capt. A. H. Stewart	TUESDAY, 6th Sept., at 10 A.M.
HAITAN	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 30th August, 1910.

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE "TRANQUEBAR".... On 10th September

For Further Particulars apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 18th August, 1910.

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NIPPONYUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES.
MARSEILLE, LONDON and ANTWERP, via SINGAPORE, POLE, PENANG, COLOMBO and POET SAID	KANAGAWA MARU	7,000	THURSDAY, 8th Sept., at 5 P.M.
VICTORIA B.C. & SEATTLE	MIYAZAKI MARU	9,000	WED'DAY, 14th Sept., at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, TOKAI, SHIMIZU and YOKOHAMA	KITANO MARU	9,000	WED'DAY, 23rd Sept., at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, TOKAI, SHIMIZU and YOKOHAMA	SADO MARU	7,000	THURSDAY, 10th Sept., from Kons.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES.
SYDNEY and MELBOURNE	KUMANO MARU	6,000	FRIDAY, 2nd Sept., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU	5,000	FRIDAY, 30th Sept., at Noon.
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU	5,000	TUESDAY, 6th September.
SHANGHAI, MOJI and KOBE	CEYLON MARU	6,000	WED'DAY, 14th September.
KOBE and YOKOHAMA	HIRANO MARU	7,000	THURSDAY, 15th Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	6,000	WED'DAY, 23rd Sept., at Noon.

CHEAPEST SUMMER RATES BETWEEN			
HONGKONG AND JAPAN PORTS.			
Commencing "Aki Maru" 30th May, ending 30th September, 1910.			
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.			
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.			
1st CLASS	\$120	\$110	\$100
2nd "	\$80	\$70	\$60
With Option of Rail between Calling Ports in Japan.			

* Omitting Keelung and Shimizu.
— Calling at Saigon.
\$ Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.
* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER. [13-125]

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 3rd Sept., Noon.
EUBI	2540	R. Rodger	Manila	On 10th Sept., Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., General Managers, Hongkong, 29th August, 1910.

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MUSICAL INSTRUMENTS AND STRINGS.

VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.

ALL WOOD and BRASS WIND INSTRUMENTS.
ALUMINIUM MANDOLINES FOR HOT CLIMATES.
NOVELTIES OF FITTINGS and STRINGS.

GEBRUEIDER SCHUSTER, MARKNEUKIRCHEN 76, GERMANY
For Particulars, Catalogues and Samples apply to the Sole Representative for China:

HUGO C. A. FROMM.

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Arcadia, with the Siberian mail, is due to arrive here to-day.

ROUTE	PER	DATE
Swatow, Amoy and Foochow	Haiyang	Friday, 2nd, 9:00 A.M.
Swatow, Tsingtao and Tientsin	Chingshan	Friday, 2nd, 11:00 A.M.
Swatow and Shanghai	Choyang	Friday, 2nd, 11:00 A.M.
Manila, Thursday Is., Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle, Shanghai, Kobe and Yokohama	Kumano Maru	Friday, 2nd, 11:00 A.M.
Shatow and Bangkok	Ambyia	Friday, 2nd, 11:00 A.M.
Manila	Dufay	Friday, 2nd, 11:00 A.M.
Saigon	Suvarc	Friday, 2nd, 1:00 P.M.
Macao	Marie	Friday, 2nd, 1:15 P.M.
Batavia, Cheribon, Samarang and Sourabaya	Sui Tai	Friday, 2nd, 2:00 P.M.
Iloilo and Cebu	Kaitong	Friday, 2nd, 3:00 P.M.
Manila	Loonggang	Friday, 2nd, 3:00 P.M.
Amoy, Ningpo and Shanghai	Kashing	Friday, 2nd, 3:00 P.M.
Macao	Tsuringtan Maru	Friday, 2nd, 4:00 P.M.
Hokkaido and Haifong	Singan	Friday, 2nd, 4:00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama and Yokohama	Glamorganshire	Friday, 2nd, 4:00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO	Asia	Saturday, 3rd, Printed Matter and Samples... 9:00 A.M.
SIBERIAN MAIL TO EUROPE		Registration... 9:00 A.M.
Singapore, Penang and Calcutta	A. Apur	(Registration with late fee of 10 cents, up to 9:30 A.M.)
Manila	Zofiro	No late fee.
EUROPE, &c., India via Tuticorin		Letters... 10:00 A.M.
(Late Letters 11:00 to NOON Extra Postage 10 cents)		Saturday, 3rd, 10:00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		Saturday, 3rd, 10:00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Printed Matter and Samples... 10:00 A.M.
The Parcel mail will be closed to-morrow at 5 p.m.		Registration... 10:00 A.M.
Macau		(Registration, with late fee of 10 cents, up to 10:45 A.M.)
Shanghai		Registration, Kowloon B.O. ... 10:00 A.M.
SIBERIAN MAIL TO EUROPE		No late fee.
Swatow, Amoy and Tamsui	Sui Tai	Letters... 11:00 A.M.
Yokohama and Kobe		Saturday, 3rd, 1:15 P.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar		Registration... 4:15 P.M.
Swatow, Amoy and Foochow		(Registration, with late fee of 10 cents, up to 5:00 P.M.)
Chefoo and Newchwang		Printed Matter and Samples... 10:00 A.M.
Amoy, Iloilo and Cebu		Registration... 10:00 A.M.
Keeling, Maje, Kobe, Yokohama, Victoria and Tacoma		(Registration, with late fee of 10 cents, up to 10:45 A.M.)
EUROPE, &c., INDIA VIA TUTICORIN		Registration, Kowloon B.O. ... 10:00 A.M.
(Late Letters 11:00 A.M. to 11:30 Extra Postage 10 cents)		No late fee.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Letters... 11:00 A.M.
Swatow, Amoy and Foochow		Saturday, 3rd, 9:00 A.M.
Manila		Registration... 11:00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN		(Registration, with late fee of 10 cents, up to 10:45 A.M.)
(Late Letters 11:00 A.M. to NOON Extra Postage 10 cents)		Registration, Kowloon B.O. ... 10:00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		No late fee.
Swatow, Amoy and Foochow		Letters... 11:00 A.M.
Manila		Saturday, 3rd, 9:00 P.M.
Europe, &c., INDIA VIA TUTICORIN		Registration... 11:00 A.M.
(Late Letters 11:00 A.M. to NOON Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10:45 A.M.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Registration, Kowloon B.O. ... 10:00 A.M.
Swatow, Amoy and Foochow		No late fee.
Manila		Letters... 11:00 A.M.
Europe, &c., INDIA VIA TUTICORIN		Saturday, 3rd, 9:00 P.M.
(Late Letters 11:00 A.M. to NOON Extra Postage 10 cents)		Registration... 11:00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		(Registration, with late fee of 10 cents, up to 10:45 A.M.)
Swatow, Amoy and Foochow		Registration, Kowloon B.O. ... 10:00 A.M.
Manila		No late fee.
Europe, &c., INDIA VIA TUTICORIN		Letters... 11:00 A.M.
(Late Letters 11:00 A.M. to NOON Extra Postage 10 cents)		Saturday, 3rd, 9:00 P.M.
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Swatow, Amoy and Foochow		(Registration, with late fee of 10 cents, up to 10:45 A.M.)
Manila		Registration, Kowloon B.O. ... 10:00 A.M.
Europe, &c., INDIA VIA TUTICORIN		No late fee.
(Late Letters 11:00 A.M. to NOON Extra Postage 10 cents)		Letters... 11:00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Saturday, 3rd, 9:00 P.M.
Swatow, Amoy and Foochow		Registration... 11:00 A.M.
Manila		(Registration, with late fee of 10 cents, up to 10:45 A.M.)
Europe, &c., INDIA VIA TUTICORIN		Registration, Kowloon B.O. ... 10:00 A.M.
(Late Letters 11:00 A.M. to NOON Extra Postage 10 cents)		No late fee.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Letters... 11:00 A.M.
Swatow, Amoy and Foochow		Saturday, 3rd, 9:00 P.M.
Manila		Registration... 11:00 A.M.
Europe, &c., INDIA VIA TUTICORIN		(Registration, with late fee of 10 cents, up to 10:45 A.M.)
(Late Letters 11:00 A.M. to NOON Extra Postage 10 cents)		Registration, Kowloon B.O. ... 10:00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		No late fee.
Swatow, Amoy and Foochow		Letters... 11:00 A.M.
Manila		Saturday, 3rd, 9:00 P.M.
Europe, &c., INDIA VIA TUTICORIN		Registration... 11:00 A.M.
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